

## 106th Transportation Battalion



### INTRODUCTION

The 106th Transportation Battalion is now and always has been a battalion with a great vitality of spirit and a deep sense of pride in successful mission accomplishment. The battalion's Soldiers are among the very best and the busiest in the entire Army. Since the 106th activation in 1955, its most compelling characteristic has been decentralized operations. The battalion's companies and trailer transfer points have been widely dispersed since at least 1958.

The 106th has led a nomadic existence since its reactivation. The battalion headquarters has had four “permanent” homes: Bussac, France (near Bordeaux: 1955 – 1958); Coix Chapeau, France (near La Rochelle: 1958 – 1963); Bremerhaven, Germany: (1963 – 1970); and Ruesselsheim, Germany: (1970 – present). In addition, the battalion has had two temporary homes. A significant element of the headquarters was based in Orleans, France from May 1966 – March 1967, during Operation FRELOC. The second was in Lee Barracks, Mainz, Germany, from December 1979 – December 1981, during the renovation of Azbill Barracks.

Possibly because of the frequent moves, the battalion's records are nearly nonexistent. The history which follows has been pieced together like a jigsaw puzzle with many lost pieces. Even though some details may be missing, the important thing is to capture the spirit and dedication of the thousands of young men and women who have been in the 106th Transportation Battalion throughout the years. Whether drivers, mechanics, cooks, clerks or communicators, they are all essential in providing a first class motor transportation service to the United States Army, Europe.

We have a sign in the battalion headquarters with pictures of our current soldier of the month and quarter. The sign says: “Welcome, soldier, to the 106th Transportation Battalion: The highest

mileage truck battalion in the United States Army. These and many other dedicated soldiers have gone before you. It is your turn now. Hold your head high and make your contribution to our tradition."

Obviously, many things have changed since 1955. What certainly has not changed is the extraordinary dedication with which the soldiers of the 106th Transportation Battalion continue to serve our country.

### **The 106th Transportation Battalion**

### **Primus Inter Pares - First Among Equals**

### **The Expeditors**

**106<sup>TH</sup> TRANSPORTATION BATTALION**  
**CREST**

**THE FLYING TRUCK WHEEL REPRESENTS TRANSPORTATION BY WHEELED VEHICLE, WHILE THE SCROLL REPRESENTS THE ROADS OVER WHICH THE UNIT IS REQUIRED TO OPERATE. THE MOTTO “PRIMUS INTER PARES” (FIRST AMONG EQUALS) REPRESENTS OUR RECORD OF ACHIEVEMENT HAULING OVER THOSE ROADS IN COMPARISON WITH SIMILAR ORGANIZATIONS. THE FIVE FLEURS DE LIS DENOTE THE FIVE CAMPAIGN PARTICIPATION CREDITS OF THE BATTALION IN WWII: NORMANDY, NORTHERN FRANCE, RHINELAND, CENTRAL EUROPE AND ARDENNES-ALSACE**



**“THE BRICK RED AND YELLOW USED IN THE DISTINCTIVE UNIT INSIGNIA (CREST) OF THE 106<sup>TH</sup> TRANSPORTATION BATTALION ARE THE BRANCH OF SERVICE COLOR FOR THE TRANSPORTATION CORPS. THE BLACK ENAMEL DISC SIGNIFIES CAMPAIGNS ON GERMAN SOIL.”**





## **THE BEGINNING**

The ancestral parent of Headquarters and Headquarters Detachment (HHD), 106<sup>th</sup> Transportation Battalion is the 522<sup>nd</sup> Quartermaster Truck Regiment. The 522<sup>nd</sup> Quartermaster was constituted on 25 February 1943 and activated 15 April 1943 at Fort Dix, New Jersey.

On 20 November, 1943, the regiment was broken up. Its elements were reorganized and redesignated. HBD, 2nd Battalion, 522<sup>nd</sup> QM Regiment became HHD, 106<sup>th</sup> Quartermaster Battalion (Mobile).

The battalion deployed to Europe and received participation credit for five World War II campaigns: Normandy, Northern France; Rheinland; Ardennes-Alsace; and Central Europe. The battalion was inactivated in Munich, Germany on 22 February 1946. While inactive, the unit was converted and redesignated the 106th Transportation Corps Battalion on 1 August 1946.

## **EARLY YEARS: 1955 - 1958**

After World War II, Russia occupied the East European nations with the idea of establishing buffer countries between it and the democratic Europe. The constant threat of war between the Soviet Union and Western Europe created what was then known as the "Cold War." In preparation for that the United States and European nations created the North Atlantic Treaty Organization in April 1949. The US Army established a comprehensive Communication Zone (COMZ) in France to support the defense of West Germany from an attack by the Soviet block armies. This COMZ included a line of communication that stretched from the ports of Northern France to Germany and supply depots scattered throughout France.

The 106th was redesignated as Headquarters and Headquarters Company, 106th Transportation Battalion (Truck) (Army) and allocated to the Regular Army, 1 February 1955. The battalion was activated at Landes de Bussac (near Bordeaux), France, on 18 March 1955. The early 1950s was the period of the buildup of the communications zone in France. Several truck companies were deployed to France as early as 1950. Others came from the assets of the 37th Highway Transport Command, then located in Turley Barracks, Mannheim. This was also a period when the World War II Reserve and National Guard units were being released from active duty and replaced by Regular Army units.

It is probable that, while no lineal relationship exists, the 806<sup>th</sup> Transportation Battalion was the forerunner of the 106th in Bussac. The 806th was an Army Reserve battalion called into active service in 1951 and deployed to France in late 1952. On 18 March 1955, the 806th Transportation Battalion was released from active service and reverted to Army Reserve status at Little Rock, Arkansas. With simultaneous activation/release from active service dates, it is almost certain that the 106th assumed the mission, task organization, personnel, equipment and facilities of the 806th.

The battalion's mission was to clear the port of Bordeaux and line-haul into the another battalion's area of operations. The cargo then moved along the French line of communications into Germany for support of US Forces there. The next battalion to the east was probably the 2nd Transportation Battalion. The battalion's next higher headquarters was probably the 9th Transportation Group, then located in Saran, France. However, the battalion could also have been assigned either to the Bussac General Depot, or directly to the Base Section, Communications Zone, Europe. At that time, Bussac was the headquarter of the COMMZ Europe.

Our estimate of the original task organization is based on inferences drawn from records of the 78th Transportation Company to personal correspondence and a 1959 battalion yearbook graciously donated to the 106th in 1983 by Colonel (Retired) Thomas L. Lyons. We gratefully acknowledge Colonel Lyons' contribution to this portion of our history.

The 55th Petroleum Company was part of the battalion from 1955 to 1958. It was detached when the Petroleum Command was formed. The 78th Transportation Company has been with the 106th since the battalion's inception. The 78th was activated on 3 April 1942 as Company H of the 46th Quartermaster Regiment, Camp Haan, California. In early 1943, the unit left New York aboard the *USS Argentina* for North Africa. In December 1943, the unit was redesignated as the 3488th Quartermaster Truck Company. Inactivated after the war, the unit was finally reactivated as the 78th Transportation Company on 21 October 1948 at Camp Kilmer, New Jersey. On 6 September 1951, the 78th was assigned to the 2nd Transportation Battalion, Camp Bussac, France. It was reassigned to the 9th Transportation Group on 21 November 1952. On 6 January 1953, the 78th became part of the 806th Transportation Battalion. There is no separate record of assignment to the 106th Transportation Battalion. While it is pure guesswork, there was probably also a trailer transfer point located in Bussac at this time.

The 67th Transportation Company, located in the Chateauroux Air Force Base complex, may also have been part of the battalion at this time. The battalion always had a company with a similar number. Based on correspondence, it is assumed that the 67th was assigned to the battalion from 1955 until sometime in 1958. Therefore, the initial task organization may have been:

HHC, 106th Transportation Battalion, Bussac, France  
55th Petroleum Company, Bussac, France  
67th Transportation Company (Medium), Chateauroux, (Location estimated)  
76th Transportation Company (Medium), Bussac, France  
Trailer Transfer Point, Bussac, France

The first battalion commander of the 106th was LTC Herbert N. Reed. Between his assumption of command on 18 March 1955 and LTC Thomas L. Lyons' assumption of command on 4 January 1959, there were three other battalion commanders: Major John R. Powell, Major Randall P. Smith and LTC Marcus A. Petterson. The exact command tenure of each of the first four battalion commanders is unknown.

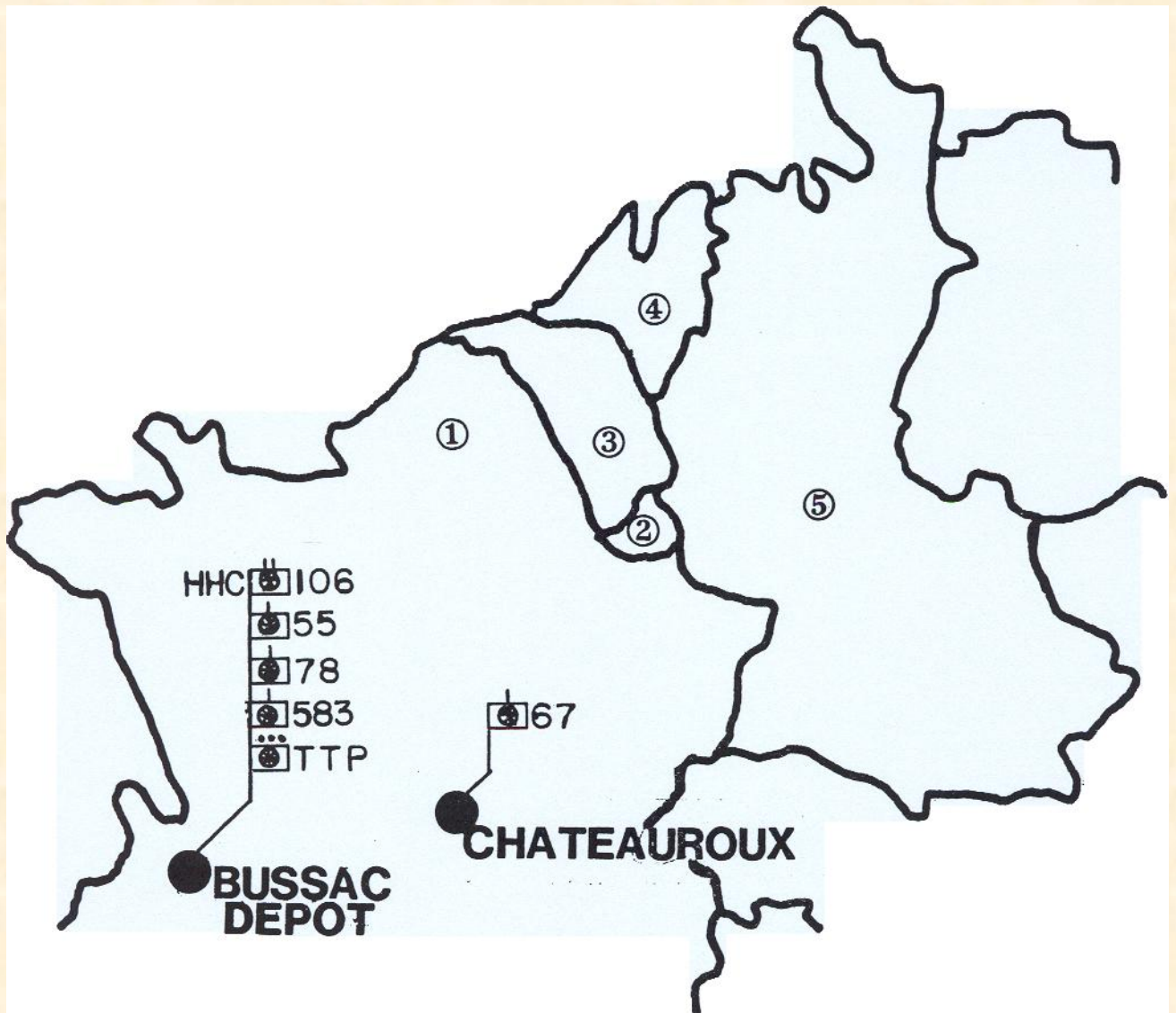
Fall, 1956, was a time of change for the battalion. The 9th Transportation Group became part of the 37th Transportation Highway Transport Command on 1 October 1956 and moved from Saran to Nancy on that date. This marked the first time since World War II that all truck units in US Army Europe (USAREUR) COMMZ were under the jurisdiction of a single command the (37th THTC). The 9th's mission was to operate the intersectional highway transport service within the USAREUR COMMZ. On 1 November 1956, the 37th moved from Mannheim, Germany to Orleans, France. The 2nd Transportation Battalion at Etain and the 106th Transportation at Bussac were assigned to the 9th Transportation Group on 1 October 1956.

The 77th Transportation Company (Light Truck) was activated on 1 May 1936. Except for a 15 month period, it had been on continuous duty in North Africa and Europe since arrival in Casablanca, French Morocco in 1943. In November 1950, the 77th deployed from Germany to Bordeaux, France. In France, they were attached successively to the 7711th Provisional Truck Battalion, the 109th Transportation Battalion (Truck), the 2nd Transportation Battalion (Truck)

and, in November 1956, to the 106th Transportation Battalion, the 77th was located in Jeumont Kaserne, La Rochelle, France.



# TASK ORGANIZATION PRE 1958



- ① FRANCE
- ② LUXEMBOURG
- ③ NETHERLANDS
- ④ BELGIUM
- ⑤ GERMANY



The 583rd Transportation Company (Light Truck) was originally constituted in May 1936, activated in 1942 at Fort Bliss, Texas, and inactivated 12 April 1950 in Okinawa, Japan. The 583rd was reactivated on 9 February 1955 at Camp Bussac, France. It was formed with a transfer of personnel from the 480th Transportation Company, West Virginia National Guard. The 583rd was under the operational control of camp Bussac until 1 October 1956. On that date it was assigned to the 106th.

The 595th Transportation Company (Heavy Truck) was activated at Fort Jackson, South Carolina on 5 October 1943. The unit arrived in England on 11 June 1944. It remained in Europe, stationed in both Germany and France (15 November 1950). The 595th was assigned to the 2nd Transportation Battalion from 1951 until 1954. When it was redesignated as a heavy truck company on 3 December 1954, it was assigned directly to Headquarters, 9th Transportation Group (Truck). On 1 October 1956, the 595th became part of the 106th Transportation Battalion.

Although it is again guesswork, both the 77th and the 583rd probably had trailer transfer points at this time. They did in 1959. The task organization in late fall 1956 was as shown:

- HHC, 106th Transportation Battalion, Bussac, France
- 55th Petroleum Company, Bussac, France (estimated)
- 67th Transportation Company (Medium), Chateauroux, France
- 77th Transportation Company (Light), La Rochelle, France
- 78th Transportation Company (Medium), Bussac, France
- 583rd Transportation Company (Light), Bussac, France
- 595th Transportation Company (Heavy), Braconne Ordnance Depot, France
- Trailer Transfer Point, La Rochelle, France
- Trailer Transfer Point, Bussac, France

Other than the 77th Transportation Company, very little is known about 106th activities in 1957. During the year, the 77th Transportation Company participated in the first test of the experimental roll-on-roll off (RO-RO) vessel, the *USNS Comet*. In October 1957, they rolled 110,000 miles in a 15 day period while supporting a logistical support exercise named LOGSPEC. While not documented, all units of the battalion probably participated in the series of new off-shore discharge exercises (NODEX) which were taking place along the northern coast of France at the time.

During 1958, the 77th ran more than one million miles. On 30 May, the 595th moved from Braconne to Fontenet, France.

In July 1958, the battalion commander, LTC Petterson, was notified that the 106th was leaving its home in Camp Bussac and moving north to Croix Chapeau Medical Installation, in the vicinity of La Rochelle. Croix Chapeau was a fairly new 500-bed hospital, of which only 50 beds were used to support the Army in Southwestern France. The move began on 5 August. The 78th and 583rd Companies moved as well; but not north. In July 1958, both units were alerted for deployment to Lebanon. They convoyed to La Pallice and sailed aboard the *USS General George M. Randall* on 27 July 1958.

During the Lebanon crisis, both units were attached to the 201st Logistical Command (A), American Land Forces, Middle East. They arrived in Lebanon on 3 August. On 9 August, the 78th moved to Adana, Turkey (in the vicinity of the present Incirlik Air Base). They were further attached to the 38th Transportation Battalion, Adana Sub-Command. It is not certain, but the 583rd probably remained in Lebanon during the entire time of deployment.

When the crisis ended, both units returned to the 106th. The 18th arrived in France to find that it had a new home. They arrived in Croix Chapeau on 23 October 1958. The 583rd arrived back in Camp Bussac (Bordeaux) on 1 November 1958.

Thus, by late 1958, the 106th had begun its long history of wide dispersion and decentralized operations. It has now been a quarter of a century. with no end in sight.

### **WESTERN FRANCE: 1959 - 1963**

Coming from the Army War College via COMMZ Headquarters, LTC (later COL) Thomas L. Lyons assumed command of the battalion on 4 January 1958. It was to prove a very busy year.

The mission in 1959 was clearance of the ports of St Nazaire, La Rochelle and Bordeaux, with subsequent line-haul from the western France Depot Complex to Orleans. Trailers were relayed by the 28th Transportation Battalion from Orleans to Nancy. The 2nd Transportation Battalion then moved the loads to Kaiserslautern, Germany, where they were delivered by the 53rd Transportation Battalion.

The battalion moved more than 110,000 tons of cargo; accumulating over 5 million miles in the process. The accident rate was a very low 7.76 per million miles. Battalion units participated in two exercises in the NODEX series during the year NODEX 20 and 21. NODEX 21 was the first ship-to-ship operational transfer of tow-away and drive-away cargo. The *USNS Comet* and the lighter *USA John U. D. Page* linked stern to stern while in stream. Vehicles from the 106th then drove from the *Page* to the *Comet*, picked up loads and returned to the *Page*. When the *Page* returned to the beach, the 106th drove to the nearest trailer transfer point.

During 1959, the 106th conducted a three level, Battalion Refresher Training School for officers, NCOs and enlisted members. The COMMZ Inspector General rated all 106th units excellent or above. The battalion rifle team placed second in the COMMZ competition.

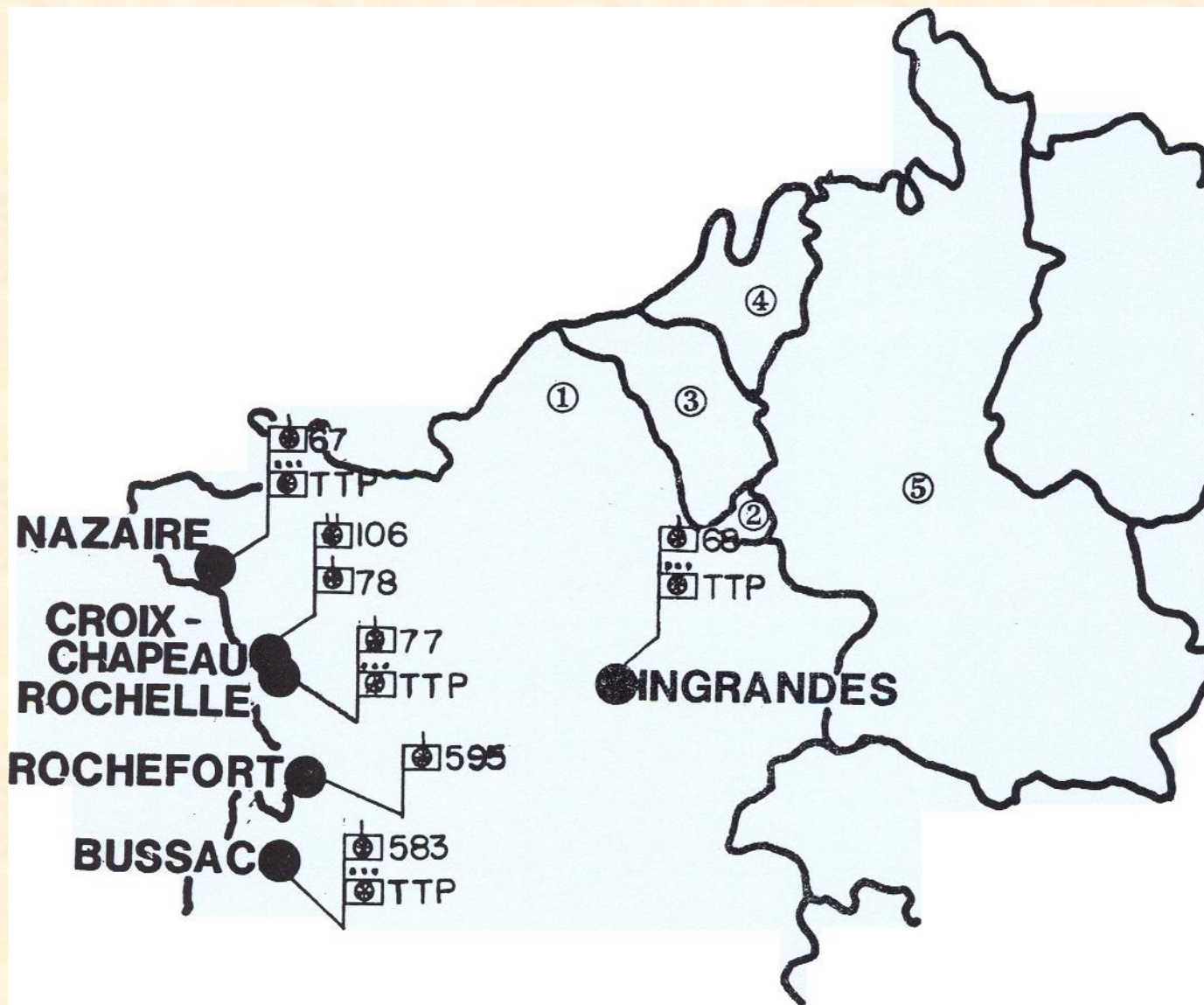
There were also changes to the task organization. Not all the details are clear, but the 68th Transportation Company (Medium) at Ingrandes and the Ingrandes TTP were attached to the 106th during 1959. The 1959 year book does not mention the 67th as being part of the battalion. Presumably, because of their close proximity in Ingrandes and Chateauroux, the OPCON of the 68th and 67th was changed at the time of the 68th coming into the battalion and the 67th leaving. Its guesswork, but the 67th may have been part of the Lebanon task forces in the summer of 1958. Upon return to France, the unit was assigned to another battalion (probably the 2nd Transportation Battalion).

This didn't last very long, however. In a separate letter. COL Lyons stated that he had moved the 67th to St Nazaire to accommodate the *Comet* RORO mission. The *Comet* shifted from a series of tests to a permanent port of call at St Nazaire on 5 February 1959. The move occurred later.

The battalion also constituted a TTP at St Nazaire where 18 RO-RO operations were conducted during the year. It is guesswork, but the chronological order was probably creation of the St Nazaire TTP, switch of the 68th and 67th and. late in the year as the workload grew, regaining and moving the 67th to St. Nazaire 68th was probably detached from the battalion when the 67th moved to St Nazaire. In a separate move the 595th moved from Braconne to Rochefort sometime during the year.



# TASK ORGANIZATION 1959



- ① FRANCE
- ② LUXEMBOURG
- ③ NETHERLANDS
- ④ BELGIUM
- ⑤ GERMANY

The task organization at the end of 1959 was:

- HHC (redesignated HHD on 19 June 1959), Croix Chapeau, France
- 67th Transportation Company (Medium), St Nazaire
- 77th Transportation Company (Medium), La Rochelle
- 78th Transportation Company (Medium), Croix Chapeau
- 583rd Transportation Company (Light), Bussac
- 595th Transportation Company (Heavy), Rochefort
- TTP (67th), St Nazaire
- TTP (77th), La Pallice (vicinity of La Rochelle)
- TTP (583rd), Bussac

During this period, the 67th, 68th and 78th had five-ton tractors and ten-ton semi-trailers. The two light companies (77th and 583rd) had 2 ½s. The 595th was equipped with ten-ton tractors and tank retriever trailers.

On 15 January 1960. LTC (Later BG) Edwin B. Owen assumed command. The task organization in mid-1961 remained the same:

- HHD, Croix Chapeau
- 67th Transportation Company (Med), St Bazaire
- 77th Transportation Company (Lt), Jeumont Kaserne, La Rochelle
- 78th Transportation Company (Med), Croix Chapeau
- 583rd Transportation Company (Lt), Bussac
- 595th Transportation Company (Hvy), Rochefort
- TTP, La Pallice
- TTP, St Bazaire
- TTP, Bussac

LTC Owen left the 106th on 30 June 1961 to attend the Industrial College of the Armed Forces in Washington D.C. He was succeeded in command by LTC Scheftel on 14 July 1961.

Under LTC Scheftel, the battalion's primary mission remained unchanged: port clearance and line-haul to the 28th TTP at Chateauroux. They were also heavily committed to other activities, such as NODEX, Roundout (support of Berlin troop build up), and the relocation of ammunition depots.

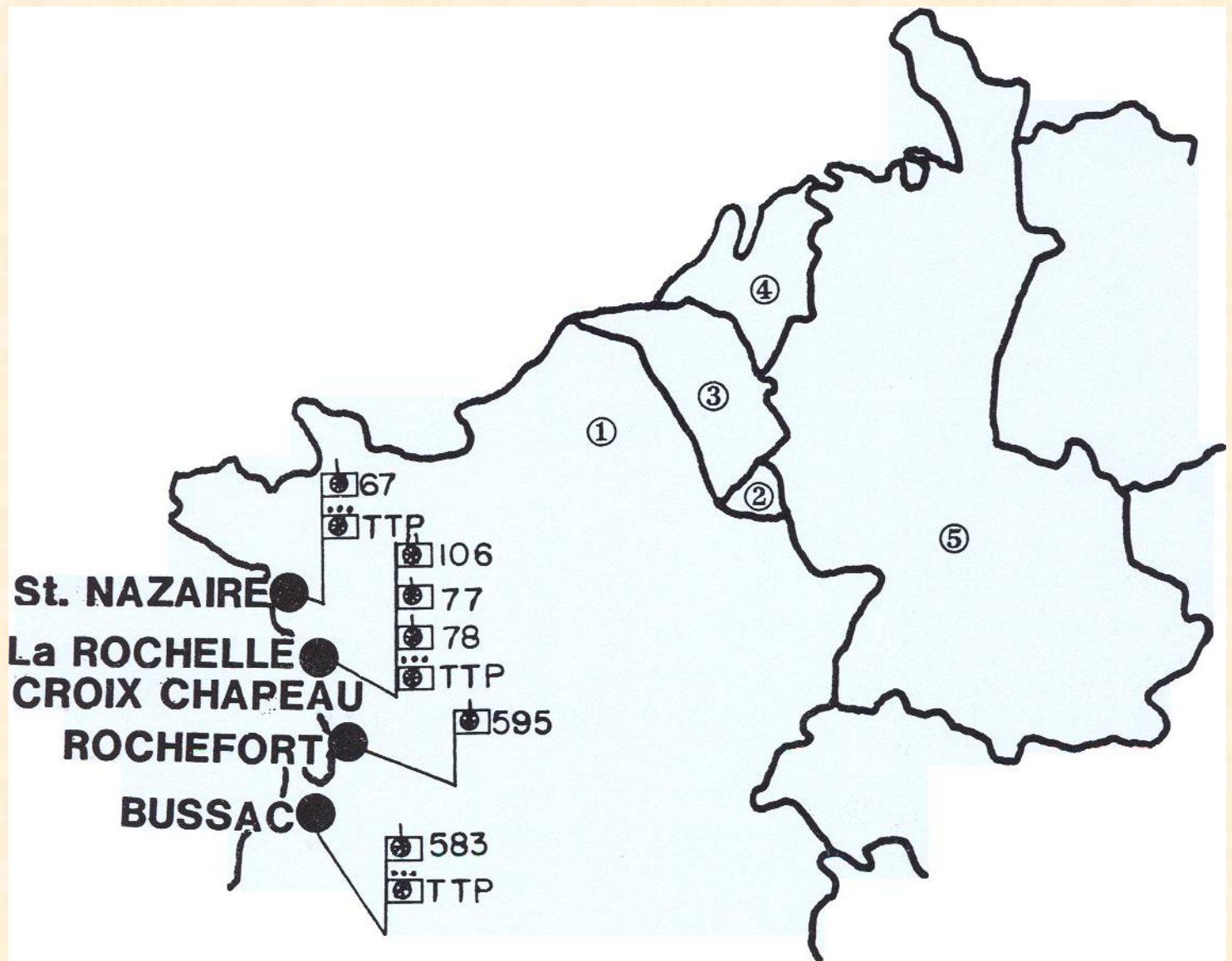
The troops had some fun supplying trucks and extras for the filming of the movie "The Longest Day". There were also good runs to Spain, hauling rebuilt vehicles from the ordnance depots to the Spanish Army. There were also occasional support missions for airborne exercises in the Pyrenees mountains.

During his tenure, LTC Scheftel gained the 62nd Transportation Company (Med). The 595th Transportation Company was deployed to Germany in the Fall of 1961. In addition, the 1st Platoon of the 583rd was deployed to Chateauroux. The rest of the unit remained in Bussac.



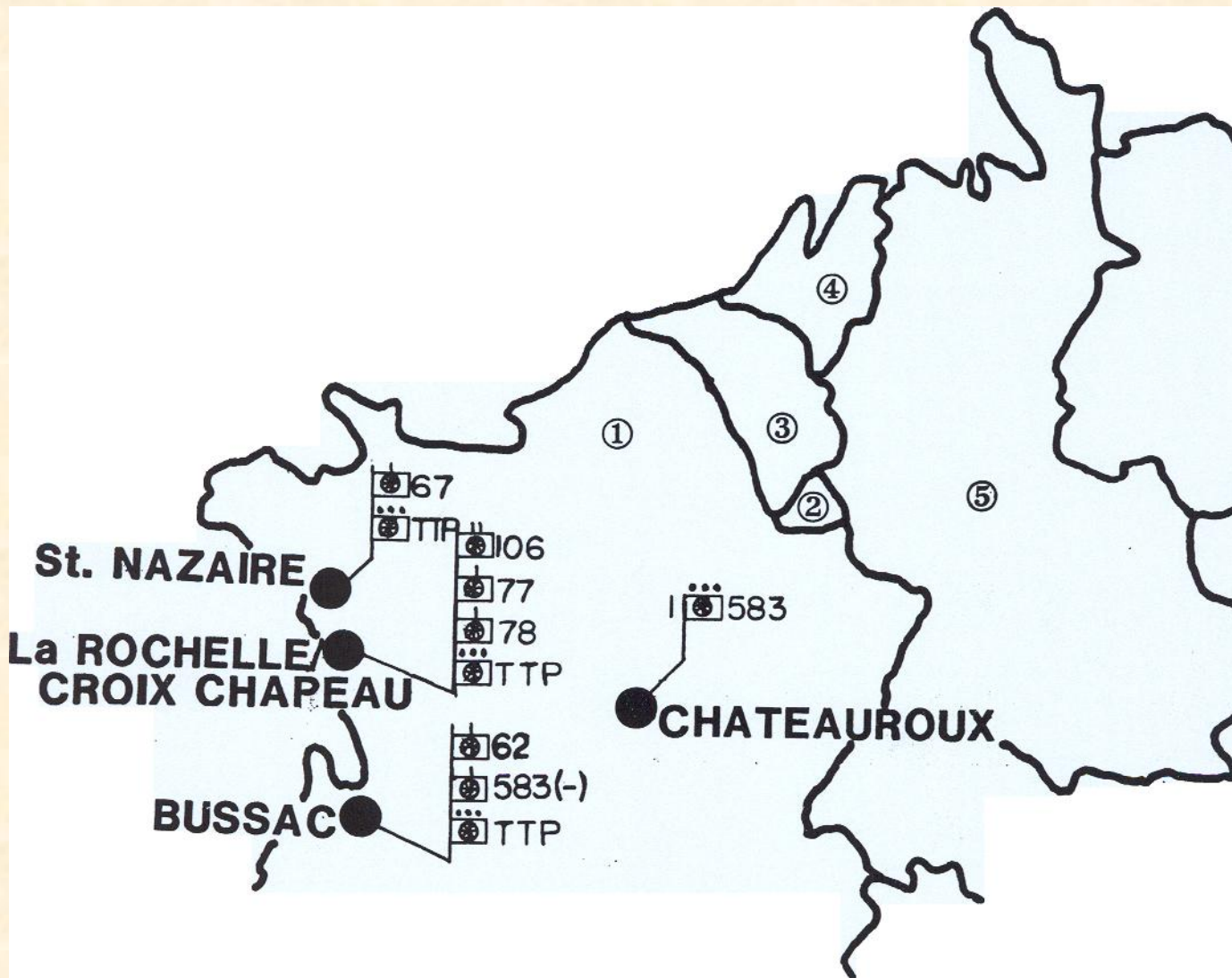
# TASK ORGANIZATION

## 1960 - 1961



- ① FRANCE
- ② LUXEMBOURG
- ③ NETHERLANDS
- ④ BELGIUM
- ⑤ GERMANY

# TASK ORGANIZATION 1962



- ① FRANCE
- ② LUXEMBOURG
- ③ NETHERLANDS
- ④ BELGIUM
- ⑤ GERMANY

So the battalion remained widely dispersed, with about 250 miles between its furthest elements. The task organization was as shown:

- HHD, Croix Chapeau
- 62nd Transportation Company (Lt), Bussac
- 67th Transportation Company (Med), St Bazaire
- 77th Transportation Company (Lt), Jeumont Kaserne, La Rochelle
- 78th Transportation Company (Med), Croix Chapeau
- 1/583rd Transportation Company (Lt), Chateauroux
- 583rd Transportation Company (Lt), Bussac
- TTP, La Pallice
- TTP, St Bazaire
- TTP, Bussac

LTC (later COL) Brown commanded the battalion from 15 July 1962 until 1 July 1963. During this period, and up until November 1963, the battalion was closer together than at any time since. Only 150 miles separated the two operating locations. The battalion had six elements, located as shown. There is no record or whether the 62nd and 583rd were assigned to another battalion or inactivated.

- HHD, Croix Chapeau
- 67th Transportation Company (Med), St. Nazaire
- 77th Transportation Company (Lt), La Pallice
- 78th Transportation Company (Med), Croix Chapeau
- TTP 1, La Pallice
- TTP 2, St. Nazaire

### **AU REVOIR FRANCE: 1963**

On 24 July 1963, LTC (later MG) Del Mar assumed command. In the fall of 1963, French President Charles DeGaulle ordered American troops out of his country. On 2 November 1963 the battalion received its orders to leave western France. Letter orders 241-1. Headquarters COMMZ Europe dated 2 November 1963, moved the battalion to Bremerhaven, Germany. In the haste to move, the Army did not have time to approve funds for the move. LTC Del Mar left ahead of his convoys to arrange for government quarters for his soldiers and purchased food for the families with his own money. He authorized each bachelor one trailer and each family two trailers to load and haul their household goods. They loaded Privately Owned Vehicles (POVs) on trailers and covered them so they would not be seen. The last M52 tractor to cross the border had a white painted plywood sign on the back with a green frog and the words, "Never Again Froggie," written under it. The Americans referred to the French as "Frogs." Since American soldiers had fought in two wars for the defense or liberation of France, they felt insulted.

While not stated in the movement orders, the mission was to clear the Bremerhaven military ocean terminal and line haul to Giessen. The battalion headquarters and the 78th Transportation Company and Detachment 2, TTP, La Rochelle, moved from La Rochelle in France, to Bremerhaven. The 77th Transportation Company moved from La Rochelle to Kassel military sub-post, Rothwestern AB, Germany. The 67th Transportation Company and Detachment 1, TTP moved from St. Nazaire to Bremerhaven. The 598th Transportation Company was detached from the 28th Transportation Battalion, attached to the 106th, and moved from Ingrandes, France to Kassel. and was attached to the 106th in late 1963.

LTC (later COL) Charles T. Forrester, Jr. commanded the battalion from 4 July 1964 until 1 February 1966. In January 1965, the task organization was as shown:

- HHD, Bremerhaven
- 67th Transportation Company (Med). Bremerhaven



70th Transportation Company (Med). Kassel  
77th Transportation Company (Med). Kassel  
78th Transportation Company (Med). Bremerhaven  
598th Transportation Company (Med). Kassel  
TTA. Bremerhaven  
TTB. Kassel  
TTD. Kassel

Because the M52 5-ton was designed as a tactical vehicle it was not designed for high speed traffic on highways. This caused a lot of wear on the vehicles. Instead, the commanders pushed for commercial tractors. In 1965, 37<sup>th</sup> Transportation Command turned in their M52 tractors for the International Harvester 205H tractor.

### **REVEILLE AT SUNDOWN: MAY 1966 - MARCH 1967**

LTC (later COL) Wanek assumed command on 1 February 1966. This was a bleak time for the battalion. The Army was focusing its attention on the Republic of Vietnam. Cargo on the Bremerhaven LOC dropped sharply. The battalion was rapidly losing drivers as part of Operation Drawdown. Because so many soldiers were leaving Europe, there was a huge glut of POVs in Bremerhaven waiting for shipment home. The 106th was utilizing only 25% of its capability. Worse yet, beginning in February 1966, the 106th was committed to provide as many as 120 guards for ammunition ships arriving in Nordenham, Germany. In addition, POV shuttle details consumed another 50 soldiers per day. With the 106th becoming an "ash and trash" battalion, there was speculation that it might be inactivated. Events proved quite the opposite. The battalion was about to enter an extremely busy period in its history. It was a period in which the 106th again demonstrated its unparalleled resilience and productivity in the face of adversity.

In 1965, General de Gaulle and France made the historic decision to leave the military arm of NATO. This meant, of course, that US Forces had to leave French soil. The decision was made, not only to withdraw US Forces, but also to clear all US depots in France. The deadline was set at 31 March 1967.

In April 1966, LTC Wanek was given the mission to clear the depots in western France. The initial concept of operation was for the 106th to clear depots in the general vicinity of Orleans and line-haul to Toul in the vicinity of Nancy. The code name for the operation was FRELOC: an acronym for French Line of Comminations. However, the initial tonnage figures were seriously underestimated. FRELOC grew geometrically into an all-consuming monster of men and equipment. During the height of FRELOC, the 106th ironically found itself clearing its original home in France: Bussac General Depot.

To appreciate the enormity of the mission, one must remember that the battalion retained responsibility for the Bremerhaven-Giessen line of communication. Even though much of it was deployed in France for 10 months, the battalion headquarters officially remained in Bremerhaven. Thus, the 106th was responsible for an extra-ordinarily extended line of communication, stretching from the North Sea port of Bremerhaven to Captieux, near the Atlantic Ocean port of Bordeaux. There is no way of knowing whether or not any U.S. Army Battalion ever had such a line of communication. There certainly can't have been very many.

Like the men of Tennyson's brigade, the 106th didn't waste time or effort worrying about the problems; they simply rolled up their sleeves and got the job done. The cost was high. Three companies, the 70th, 77th and 598th, were heavily committed to FRELOC for the entire 10 months operation. Equipment availability was a constant, almost insurmountable, problem. The problem was exacerbated by the depot's daytime only duty hours. Initially, the 106th hauled loaded trailers during the day and spotted empties during the evening. This meant that trailers stood idle at the depots' docks all night. The equipment problem became so critical that LTC

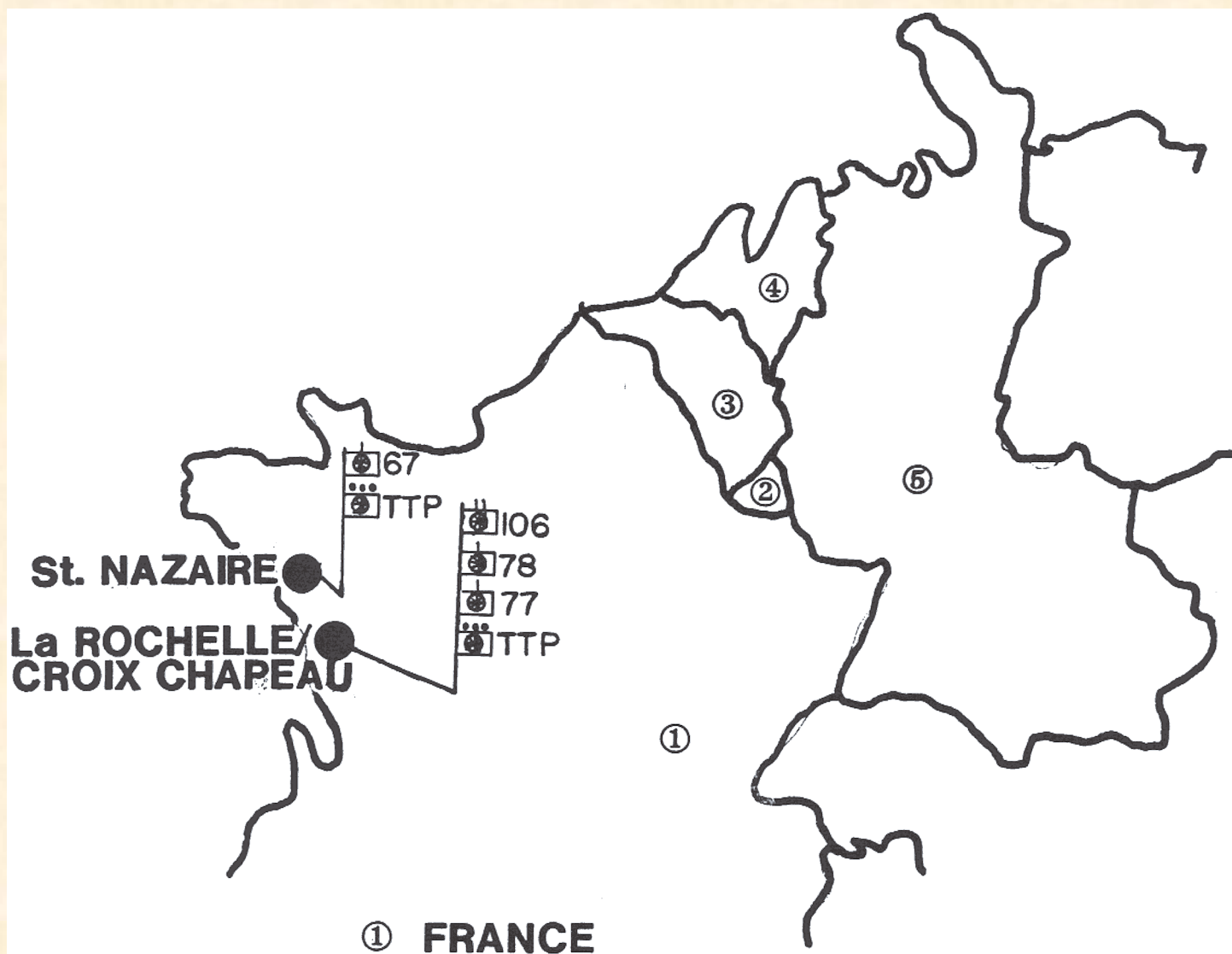


Wanek. reversed the duty day. Empties were spotted the first. thing in the morning for loading. The drivers had "Reveille at Sundown" and hauled all night.

This innovation may have saved the entire operation. It certainly enabled the 37th Group to have assets available for missions other than FRELOC. During FRELOC, the battalion accumulated over 6.5 million miles. Because of it's distinguished accomplishments during FRELOC, the 106th was given the honor of pulling the last trailer out of France. In keeping with it's tradition, the 106th accomplished the mission on time and in good order. The last tractor was driven across the border by SP5 Wilson, 77th Transportation Company, with LT Hefferran as shotgun, during 'the late evening of' 31 March 1967.

# TASK ORGANIZATION

## 1963



① **FRANCE**

② **LUXEMBOURG**

③ **NETHERLANDS**

④ **BELGIUM**

⑤ **GERMANY**

# TASK ORGANIZATION 1965



The conclusion of FRELOC brought major changes to the battalion's task organization. The 900-mile long LOC shifted to a 600 mile long north to south LOC. The 598th Transportation Company moved from Kassel to Mannheim in early 1967. With the move, the company was detached from the battalion and again attached to the 28th in Mannheim. The 1st Transportation Company and Trailer Transfer Point Hotel (TTH) in Nuernberg were transferred from the 28th to 106th during the same period. The 70th Transportation Company moved from Kassel to Butzbach in support of the Army Depot Complex in Giessen. Upon leaving France, the 77th Transportation Company and TTE were relocated to Dachau, Germany, near the Austrian border. The battalion headquarters, the 67th, 78th, TTA and TTB remained in Bremerhaven.

The task organization in the summer of 1967 was as shown:

- HBD, Bremerhaven
- 1st Transportation Company (Med), Nuernberg
- 67th Transportation Company (Med), Bremerhaven
- 70th Transportation Company (Med), Butzbach
- 77th Transportation Company (Med), Dachau
- 78th Transportation Company (Med), Bremerhaven
- TTA, Bremerhaven
- TTB, Bremerhaven
- TTD, Giessen
- TTE, Dachau
- TTH, Nuernberg

### **TURBULENCE IN BREMERHAVEN: 1970 - 1975**

By late 1969, a long standing proposal to move the battalion headquarters to a more central location was approved. In January, 1970 LTC (later COL) Conner moved the battalion headquarters and the 78th Transportation Company to their present home in Azbill Barracks, Ruesselsheim, Germany (between Frankfurt and Darmstadt).

Azbill Barracks was initially designated as Ruesselsheim Kaserne. On 12 July 1967, it was redesignated Azbill Barracks in honor of Warrant Officer Roy Gorden Azbill. Azbill was an Army Aviator who died as a result of hostile action in the Republic of Vietnam on 10 December 1964.

Azbill was built in 1931. After the war it was used as a school and then for a civilian labor group unit. Few previous occupants of Azbill are known. However, in the 1961 - 1968 period it was occupied by HQ's 4th TRANSCOM and the 501st Transportation Company (Light).

The move left only the 67th Transportation Company and TTA in Bremerhaven. Two and a half years later the battalion left Bremerhaven completely. The 67th was inactivated in Bremerhaven on 1 July 1972. After 17 years, the 67th was no longer part of the battalion.

From 1971 to 1972, the 37<sup>th</sup> Transportation Command received the newer model International Harvester Commercial (IHC) tractors 4070 and 2000D models. The northern most battalion, the 106<sup>th</sup>, which had the longest run clearing cargo out of the Port of Bremerhaven received the IHC4070s. The IHC2000Ds had single axles and could not pull the 20-foot containers as well.

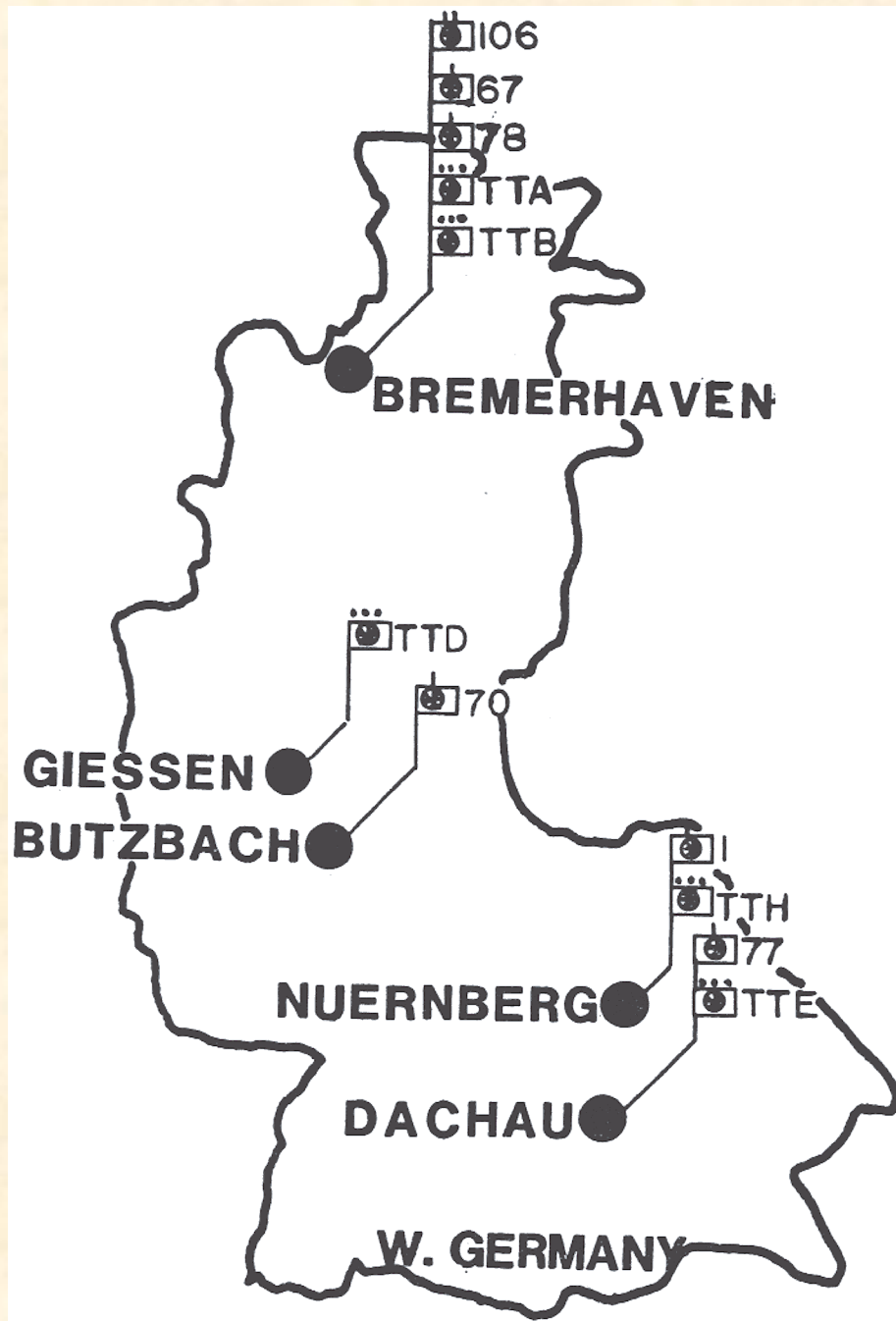
Two months later, on 31 August 1972, TTA was attached to the 78th Transportation Company in Ruesselsheim. Bremerhaven cargo was now cleared solely by rail.

Sometime after FRELOC, the 70th left Kassel and relocated in Schloss Kaserne, Butzbach. The unit later moved a few miles north to its present home on the Giessen Army Depot.



Another long time 106th Company. the 77th left the battalion in the same time frame. After 27 years of continuous service in the European theater. the 77th Transportation Company was inactivated in Dachau, Germany on. 25 June 1970.

# TASK ORGANIZATION 1967



By fall of 1972, the task organization was as shown:

- HHD, 106th Azbill Barracks, Ruesselsheim
- 1st Transportation Company (Med), Nuernberg
- 70th Transportation Company (Med), Giessen
- 78th Transportation Company (Med), Ruesselsheim
- TTA, Ruesselsheim
- TTD, Giessen
- TTH, Buernberg

The 78th was a light-medium company at this time. They had one platoon of 2 ½s which they used to support Rhein Main Air Base. Other than Rhein Main. business must not have been very good. On 1 October 1973, the 3rd Platoon of the 78th was attached to the 501st Transportation Company in Kaiserslautern. This attachment lasted until July 1974. when the 78th turned in their 2 ½s and again became a medium truck company.

With the withdrawal from the Republic of Vietnam in the early 1970s, the national attention shifted again to Europe. This meant military highway assets were again needed in support of Bremerhaven-Giessen LOC. Initially, these needs were met by taking tractor assets of the TDA Refrigerator Platoon from the 53rd Transportation Battalion and assigning them to the 106th. In November 1974, the platoon moved to Bremerhaven.

Still, as the now of cargo into Bremerhaven swelled, more assets were needed in the Bremerhaven area. By early 1975, the TDA platoon had been augmented to give it a limited maintenance capability. By March 1975, the battalion was actively looking for a site to reestablish a TTP in Bremerhaven. By this time, it was obvious that a full company was needed to service Bremerhaven-Giessen LOC. The 69th Transportation Company in Mannheim was detached from the 28th Transportation Battalion and attached to the 106th on 10 September 1975. It moved to Karl Schurz Kaserne in Bremerhaven. The tractors or the TDA platoon were moved to Giessen, with the personnel assets reverting to the 37th Group TDA.

The task organization in late 1975 was:

- HHD, 106th, Ruesselsheim
- 1st Transportation Company, Nuernberg
- 69th Transportation Company, Bremerhaven
- 70th Transportation Company, Glessen
- 78th Transportation Company, Ruesselsheim
- TTA. Ruesselsheim
- TTB. Bremerhaven
- TTD. Giessen
- TTH. Nuermberg

# TASK ORGANIZATION

## 1972





### **ALOC ATTENTION SHIFT SOUTH: 1976 - 1978**

By 1975, it had become painfully obvious Azbill Barracks was a terrible place for a trailer transfer point. It was located in a residential area far from the autobahn. It also had a very small trailer storage capacity. Detailed plans were drawn up for a move to Wiesbaden Air Base as USAF units were withdrawn as part of operation "Creek Swap." The plan had still not been executed by July of 1976. It is not clear if the exit move was ever made or if it was overtaken by events.

In January 1977, the Air Line of Communication (ALOC) test program began. It has continued to grow ever since to where it is now the battalion's most important task. There are two aerial ports in Germany which receive air cargo: Ramstein and Rhein Main Air Bases. ALOC cargo is predominantly repair parts (Class IX) and other high priority cargo delivered directly to a direct support unit. In November 1977, ALOC became a permanent DOD Program.

When ALOC was begun as a test program, the decision was made to establish a temporary TTP on Rhein Main. This created a terrible facilities problem, from which the TTP still suffers. The TTP was established without construction of any facilities or hardstand to support the 200 plus trailers needed to provide daily support to ALOC.

By early 1978, the battalion's task organization was unchanged, except TTA had moved from Azbill Barracks, Russelsheim, to Rhein Main Air Base.

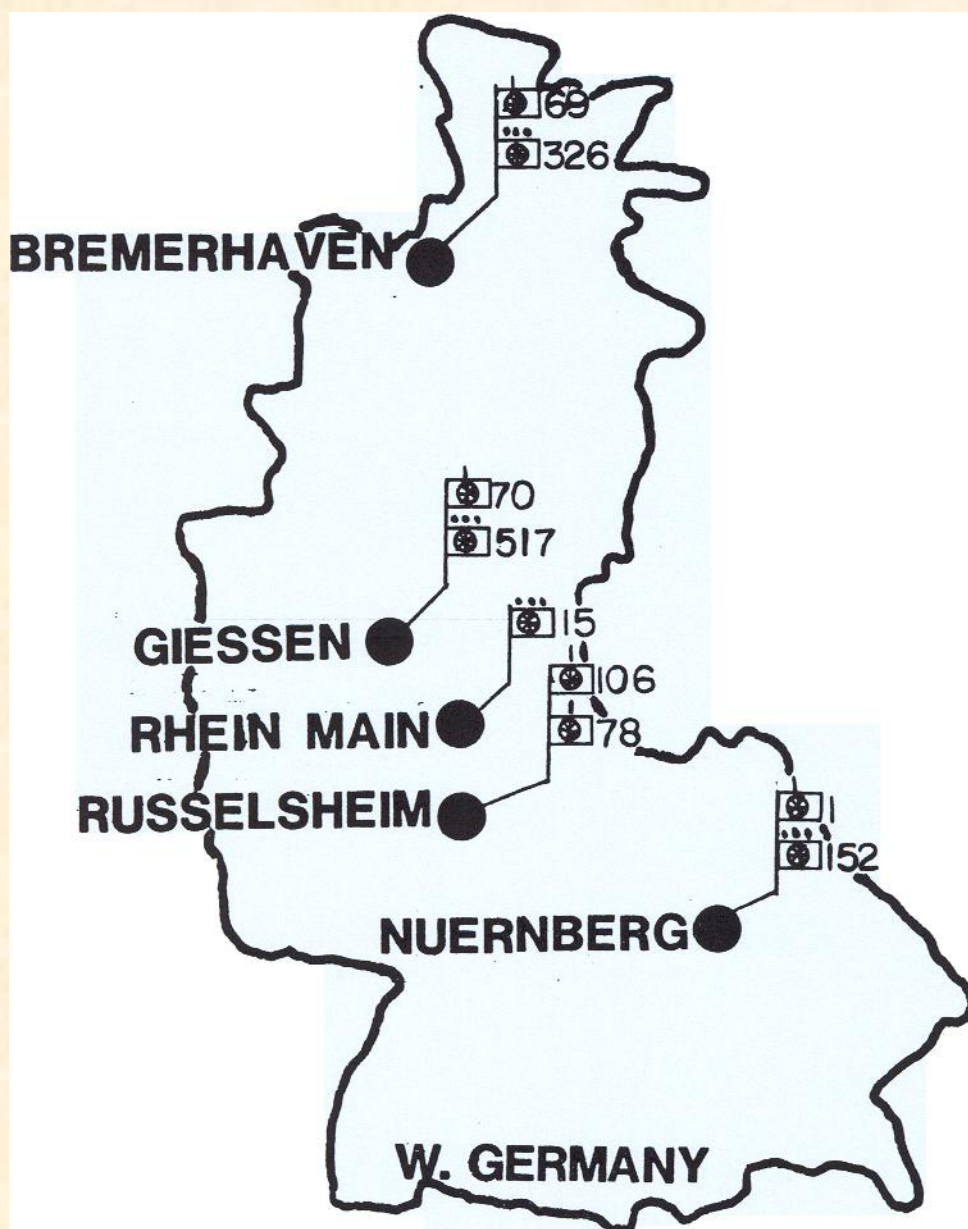
From 1978 through 1983 the battalion continued to develop, working the Trailer Transfer Point concept into a responsive and efficient transportation system throughout all of the Federal Republic.

The task organization in the fall of 1983 is as shown:

- HHD, 106th Transportation Battalion, Ruesselsheim
- 1st Transportation Company (Med), Nuernberg
- 69th Transportation Company (Med), Bremerhaven
- 70th Transportation Company (Med), (5 Squads Med, 1 Squad Mercedes, 1 Ton Vans), Giessen
- 78th Transportation Company (Med), Ruesselsheim
- 15th Transportation Det (TTP), Rhein Main Air Base (Formerly TTA)
- 152nd Transportation Det (TTP), Nuernberg (Formerly TTH)
- 326th Transportation Det (TTP), Bremerhaven (Formerly TTB)
- 517th Transportation Det (TTP), Giessen (Formerly TTD)

# TASK ORGANIZATION

## 1983



The battalion's mission is, as always, to provide theater motor transportation service to USAREUR. The highest priority task is still port clearance. Although in 1983, the most important port was the Aerial Port of Debarkation at Rhein Main Air Base. ALOC is the highest-priority, continuing program in the theater. Ninety-nine percent of the loads originating at Rhein Main are priority one. The requirement is within 24 hours from the time of receipt the battalion must deliver ALOC Cargo to its customer.

The MTHC Bremerhaven terminal continues to be a major customer, especially with the Army of the early 1980s in the midst of a fundamental program of equipment modernization. This program has brought about a sea change in workload. Workload in the early 1980's moved from merely very busy to nearly inundated.

The concept of trailer transfer points as pony express relay stations remains very similar to what it has been since 1950's. Each company now has an attached trailer transfer point. This is a significant additional tasking for each company commander.

One new wrinkle is battalion drivers receive TDY pay. In FY 82 the battalion TDY payments to drivers were over \$565,000. Needless to say, this shifts a great financial burden from the soldier to the Government, where it belongs. The crushing emphasis on tons and miles was virtually eliminated during COL Ross' tenure as the TRANSCOM Commander. The policy has been continued by his successors, COL Lanzillo and COL Jack Piatak. There is still an enormous amount of work to be done, however. The battalion's four companies drove more than 7 million miles in FY 82 and more than 8 million in FY 83. This battalion's accident rate in mid-1983 was at its lowest ebb ever: 1.22 recordable accidents per million miles.

Since 1981, the 106th has had three overall priorities: becoming expert in the operation and maintenance of equipment; training; and assigned soldiers and their families. No matter what else was hot, the fire hose never shifted from these three fires.

The battalion places a great deal of emphasis on training, both individual and collective. Soldiers must know survival skills as well as primary MOS skills. The chain of command has not done its job if its soldiers cannot survive a night on the perimeter or a chemical attack. In the fall of 1981, a squad stand down program was begun. Each company stands down one squad for a week. The battalion directs at least one day be devoted to vehicular maintenance and one day to NBC operations. The rest of the week's training is determined by the company chain of command. All training is conducted by the squad leader.

During the 1981 Christmas holidays, the battalion headquarters moved back to its newly renovated building at Azbill Barracks in Ruesselsheim. In 1982, the battalion's strong maintenance program had a real chance to prove itself. In the USAREUR Excellence in Maintenance Competition, the 70th Transportation Company was the runner-up in V Corps and the 1st Transportation Company was the VII Corps winner. In July, 1982, the battalion represented TRANSCOM in the Nijmegen marches. Showing the "grunts" what truckers could do, the battalion team (under 1LT Keith Thurgood and SSG Dexter) placed 4th amongst USAERUR's 52 teams.

The battalion had a very strong showing during the Fiscal Year 82 Annual General Inspection (AGI). It continued to do well during 1983. So well, in fact, TRANSCOM paid the unit the high compliment of canceling our FY 83 AGI.

The battalion's mission problem in the fall of 1983 was to continue feeding the ever hungry ALOC dragon. The program has been growing very rapidly since its inception.



During Operation Vital Link, Ramstein Air Base was closed from 1 May 1983 until 31 July 1983. This meant every ounce of air cargo arriving in the theater landed at Rhein Main and was cleared by the 106th. While the burden of the operation fell on the 78th Transportation Company, it was truly a battalion team effort. Shortly after Operation Vital Link was completed, the battalion received very heavy taskings for REFORGER 83. During the deployment phase the 106th was responsible for clearing both the Duesseldorf (69th) and Rhein Main (78th) APODs. In addition, the 70th Transportation Company was responsible for line haul from Giessen to the exercise area in the vicinity of Muenster. The battalion was solely responsible for all truck operations during the redeployment place. During September 1983, the battalion drove 801,507 miles. This was the most in any month since operation FRELOC in France in 1967.

During both Vital Link and REFORGER 83, the men and women of the battalion as they have so many times in the past, proved they could rise to any occasion and get the job done safely, on time, and in good order.

The year of 1984 brought numerous changes to the battalion both operationally, with the issuance of the new series M915A1 tractor, and in terms of unit changes of command, with the battalion receiving a new commander. Three of the battalion's four line haul companies received the new M915A1 Tractor as their primary task vehicle. The 1st Transportation Company, located in Nuernberg, kept the old series tractor due primarily to the excellent performance record their direct support maintenance unit enjoyed in reference to vehicle maintenance and responsiveness. Through Operation "Alley Cat" M915 tractors were swapped and convoyed to the 1st Transportation Company from the three other companies. The remainder of the old series tractors were turned in at depot. At the same time the 69th, 70th, and 78th Transportation Company received their compliments of the M915A1 series tractor.

On 26 June 1984 LTC Zikmund relinquished Battalion Command after three years to LTC Richard L. Fields. In Aug 84, after the 78th Transportation Company change of command between 1LT Sharon R. Duffy and CPT Deirdre L. Dillon, COL Ray Stearns, CDR, 37th Group, presented the 1st Annual Safety Trophy to the 106th for the safest battalion from July 83-Jun 84.

Operationally, the 70th Transportation Company successfully continued its unique theater Ammunition Mission, moving CAD's enroute to reaching 2 million accident free miles. As with the 70th, The CDR TRANSCOM, COL John Piatak, presented the 1st Transportation Company their award for 3 million accident free miles. Along with this award the 1st Transportation was also presented the 106th Battalion's Safety Award for 1984. Additionally the 152 Transportation Det (TTPH) received the 4th TRANSCOM's Maintenance Excellence Award (Light Category.) All companies successfully accomplished phased Army Training and Evaluation Program (ARTEP) prior to the year's end.

Exercise REFORGER 84 challenged the 106th and each of its companies from Aug - Nov. Held in Northern Germany, the exercise tested the battalion's ability to pull together and successfully operate as a team. As the battalion began implementation its Annual "Christmas Mail" mission, 1984 closed out with new challenges and another REFORGER Exercise to deal with. January 1985 brought REFORGER 85, the termination of "Christmas Mail" and planning for Wintex 85. All missions which were handled professionally and responsively. Back to back REFORGER exercises truly tested the transportation network in USAREUR. The 106th Transportation Battalion played an integral part in the successes of each. Centered in Giessen, REFORGER 85 cargo commitments were placed directly on the 70th Transportation Company and the 517th Transportation Detachment. Meeting the challenge, the 70th Transportation Company reached 3.5 million accident free miles and was subsequently nominated from the battalion as 37th Transportation Group's Company of the Year.

In March 85, The battalion began its normal training cycle. The 1st Transportation Company, successfully planned and executed the first Military Operations in Urban Terrain (MOUT) ARTEP in 4 years in the German city of Langenzenn. Deployment *of* the 152d Transportation Detachment. on their first ARTEP marked a first. Each company, through an innovation phased ARTEP program planned and executed individual exercises using MILES equipment for realism and training. The strict coordination of mission requirements ensured the battalion 's theater mission was accomplished.

Another innovative training change implemented in 1985 was the 4th platoon concept of Army Motor Vehicle Instructors (AMVI's) who were responsible for training newly assigned 64C' s upon graduation from the Primus Driver's Academy. This concept centralized training in one platoon, enhancing it and more effectively utilized training time to ensure qualified drivers in less time. To date this concept has been totally successful with proven results in better qualified and safer, more professional drivers.



All companies changed command during 1985. This change in leadership established a new group of leaders destined to meet the challenges offered only to commanders within the 106th Transportation Battalion.

Safety wise, the 69th's new commander CPT Steven Kerr, inherited a company which broke the 1,000,000 mile accident free miles driven within his first five days of command.

In training, 1985 found the 69th Transportation Company led by 1LT Doug McKay, representing the 37th Transportation Group in the Nijmegen marches in Holland. It was again proven Transporters could successfully compete with the Army's ground pounders. Successful Berlin Convoys were conducted by the 69th, 70th, and 1st Transportation Companies throughout the year. Each exercise ensured the surface corridor remained open for Allied traffic in addition to rewarding selected soldiers with a well deserved, unforgettable visit to the island city. Additional new equipment was issued to the European theater. In addition to the requirement to deliver most new vehicles to depots for further deployment, the 106th, itself, received the new CUCV, Which replaced the Army's standard-the jeep. The Group's trailer fleet was updated with the M872A3 trailer and the conversion of dropside trailers which increased the trailer fleet's productivity. Trailer Transfer Points were issued 6,000 and 10,000 pound forklifts for trans-loading cargo. Sponsoring the 37th Group's Annual Truck Rodeo, the 106th ensured it was the best organized competition ever and then in turn brought home top honors.

International partnership activities saw the battalion participate with the Dutch in the Queen's Birthday Ball and a separate sports day competition. The 105th Royal Transportation Battalion was an idea host for all the activities. Thanksgiving saw local German neighbors of Azbill Barracks in Ruesselsheim invited to share with the soldiers of as a gesture of appreciation for continued relations and good will.

REFORGER 86, centered in the Nuernberg area, ushered in 1986 and as in REFORGER 85 with the 70th Transportation Company, multiplied the work load for the 1st Transportation Company and the 152d Transportation Detachment. An unseasonably warm winter turned the exercise into a major Command Post Exercise (CPX), but the 106th Transportation Battalion again forged together to meet the challenges through safe and responsive cargo delivery and mission accomplishment.

Training again took center stage after ENDEX and the 1st Transportation Company conducted their now routine MOUT ARTEP. The 78th ran the Berlin Convoy for February 86 coupled with a totally female Convoy making the Brunson Mail Run to Belgium. Both were excellent training opportunities to show the US Transportation Corps to international customers. The issuance of LOGMARS equipment brought the automated world of metal bar code plates and an innovation cargo documentation/accountability system for military Cargo. The system will offer maximum benefits once it becomes totally operational. Another unique milestone for the 78th Transportation Company came on 14 February, when it hit the 1,000,000 accident free miles driven mark. The remarkable thing about this achievement is due to its unique mission, the 78th hit the one million mark 15 miles at a time. As in 1984, 1986 saw the Battalion and two of its companies change command.

On 26 June, LTC Richard L. Fields relinquished battalion command after two productive years to LTC Glynne R. Hamrick. Within 30 days of assuming command, LTC Hamrick received the same award LTC Fields received during his first days of command - namely the 37th Group's Safety Trophy as the Safest Battalion from July 85 - June 86. It marked the 2d time out of 3 years the 106th boasted the safest miles driven in 37th Transportation Group. Two of the battalion's companies continued their safe driving mileage records throughout 1986 - the 1st Transportation Company and the 69th Transportation Company both broke the 3,000,000 mile mark.

CAPSTONE training and interface with the reserves marked 1986 as a banner new year for new realignment and detailed coordination with soldiers and units from CONUS. The basic ground work performed during 1986 marked the future a challenging and demanding test for transition to war and basic Battle Book operational planning.

Heightened terrorist activities throughout Europe caused the cancellation of nearly all partnership and German - American activities. Despite the threat, one new program initiated in May 85 made it possible for Azbill Barracks to adopt a local village - Bauschheim. Activities planned included the local mayor and installation commander with representation of both organizations enjoying the traditions and camaraderie of each. A close relationship and pistol range firing with the Ruesselsheim police department also began during the summer of 86. With the end of FY 86 came planning and preparation for "Christmas Mail 87". The 106th stood ready to meet its greatest operational challenge yet.



## **FORT CAMPBELL, KENTUCKY**

Following the downsizing and reorganization of the US Army in the early 1990s, the 106<sup>th</sup> transferred to the Fort Campbell, Kentucky. There it became a part of the 101<sup>st</sup> Corps Support Group, 101<sup>st</sup> Airborne Division (Air Assault).

541<sup>st</sup> Medium Truck Company (POL)  
594<sup>th</sup> Medium Truck Company (Cargo)  
494<sup>th</sup> Light-Medium Truck Company.

## **OPERATION IRAQI FREEDOM, 2003**

In January 2003, the 106<sup>th</sup> under the command of LTC Randy Peterson deployed to Kuwait where it operated under the command of the 7<sup>th</sup> Transportation Group during operation Iraqi Freedom. It brought its organic HHD and 594<sup>th</sup> Medium Truck Company. The other two medium truck companies, two Pallet Loading System (PLS) companies, two HET platoons and trailer transfer point detachment came from other units. It was initially one of only two truck battalions which provided line haul support for the operation. Once the war began on 20 March and V Corps forces crossed the “Berm,” it conducted port clearance out of the Ports of Kuwait and delivered cargo to the Logistical Support Area CEDAR in Iraq. From there, the 6<sup>th</sup> Battalion delivered the cargo to 3<sup>rd</sup> Infantry Division.



*106<sup>th</sup> Headquarters (right) with their logo of Spartans holding a pass.  
They embraced the Spartan mentality*



*Inside the headquarters they had a memorial of a Soldier who was the only driver they lost.*



*The Command Conference room with a Spartan helmet, sword and cloth that stated “PREPARE FOR GLORY” going along with the Spartan theme.*





*Side view of the meeting room which has spears and shield the movie poster of “300” a movie about Spartans.*



*Change of Command to the 518<sup>th</sup> Gun Truck company.*





*The 518<sup>th</sup> Gun truck personnel under the 106<sup>th</sup> Transportation Battalion.*



*Command Group for the 106<sup>th</sup>. (From left CO, XO, ISG)*





*This is the mascot of the 172 TC, named Rolling Crow it has been with the company since Vietnam. It used to be hollow but other companies would try to wreck it or steal it so it filled with sand wherever it deploys, among the troops the ongoing joke is that Rolling Crow has more deployments than some of the soldiers.*



*This picture shows the door design for the trucks to protect the driver with more armor higher on the door and less window.*



*Truck with the door protecting design and a logo of Nevada with some dice being rolled.*



*HETs lined up, on every U.S. Coalition truck had to have an orange flag on it to help identity it, see far left of photo.*





*Soldiers sleep wherever they could to get some shut eye. This truck was called the Zebra due to the painted stripes.*



*The HMMWV called "The Zebra" because of the paint job that was on it and the crew thought the name was funny.*





*It would not be the most comfortable place to rest your head but the main part was rest!*



*Prayer groups formed before the convoy took to the road.*



*This is a picture of a Gun Truck nicknamed "BAM BAM"*



*Convoy getting lined up to move out with a combination of commercial and military trucks. (photo by Killblane)*





*Convoy going through the dry open desert.*



*Gun Trucks protecting a disabled vehicle.*



*Even with the new design of the door, drivers were still vulnerable.*



*Up ahead was an IED spotted under the overpass, so convoys are supposed to stop where they are till the EOD came and cleared the IED. This convoy never got word and rolled right into an ambush.*





*That is a building is where 2 RPGs where fired from. The Gun Truck are just sitting there until they see the RPGs going toward the front of the convoy and they turn their M2s toward that building and unloaded on the enemy. The enemy did not stand a chance, it was over in 3 minutes and the 2 RPGs that were fired did not hit anything.*



*A further back shot of the building with smoke coming out that was holding the enemies.*



*M923 5 ton Gun Truck for the 518<sup>th</sup> blocking traffic from the rear of the convoy.*





*SPC Ricky Delancey and his helmet where bullets went through just nicking him above his left and the other missed and exited the back of the helmet after his truck was hit with mortar rounds.*



*SPC Ricky Delancey and SGT Terrance Ricketts truck M915 after the Palm Sunday ambush. Disabled, both were injured and there where enemies approaching when Delancey kicked his side of the windshield out laid on the hood and opened fire with his SAW, thinking if he was going to die he was taking them with him. From witnesses he took down 2 to 5 enemies and was able to defend the truck until help arrived.*



*Commercial trucks did not have any armor or ballistic glass.*





*The National drivers for the 1075<sup>th</sup> did not speak English so the ratio of white to green trucks was 1:4 to keep on track with the rest of the convoy.*



*Noble, Blue, McCormick, Lawson and Richardson in Baghdad.*

COMMANDERS  
106<sup>TH</sup> TRANSPORTATION BATTALION

<u>RANK</u>	<u>NAME</u>	<u>TENURE</u>	
LTC	HERBERT N. REED	18 MAR 55	UNKNOWN
MAJ	JOHN R. POWELL	UNKNOWN	
MAJ	RANDALL P. SMITH	UNKNOWN	
LTC	MARCUS PETTERSON	UNKNOWN	
LTC	THOMAS L. LYONS	03 JAN 59	03 JAN 60
LTC	EDWIN B. OWEN	19 JAN 60	30 JUN 61
LTC	LAWRENCE SCHEFTEL	14 JUL 61	17 JUL 62
LTC	VIRGIL G. BROWN	18 JUL 62	01 JUL 63
LTC	HENRY R. DEL MAR	24 JUL 63	03 JUL 64
LTC	CHARLES T. FORRESTER, JR.	04 JUL 64	31 JAN 66
LTC	ROBERT F. WANEK	01 FEB 66	24 JUL 67
LTC	DONALD J. OPITZ	25 JUL 67	03 FEB 69
LTC	DONALD H. CONNER	04 FEB 69	07 AUG 70
LTC	WILLIAM H. DANZEISEN, JR.	08 AUG 70	08 JUN 72
LTC	DAVID G. BAKER	09 JUN 72	23 MAY 74
LTC	JAMES W. WALLACE	24 MAY 74	23 NOV 75
LTC	GRADY L. BURLESON	24 NOV 75	20 JUN 77
LTC	RAYMOND L. STEARNS	21 JUN 77	25 MAY 79
LTC	ROY C. BERRY	24 JUL 79	21 JUN 81
LTC	ROBERT L. ZIKMUND	22 JUN 81	26 JUN 84
LTC	RICHARD L. FIELDS	27 JUN 84	25 JUN 86
LTC	GLYNNE HAMRICK	26 JUN 86	